

PRO:ZERO



15M MULTI MISSION INTERCEPTOR

Missions proven hull

Good ride quality and ergonomics is key to enduring long and exhausting missions, and the 15m meter Interceptor is designed to provide just that. With its non-stepped, variable deadrise deep V-bottom hull featuring good forward entry, a flared bow, wide chines and lifting strakes/spray rails, the hull provides a safe and reliable base for high-speed operations and will tackle even very agitated sea states. Particular attention has been paid to crew comfort in high speed operations.

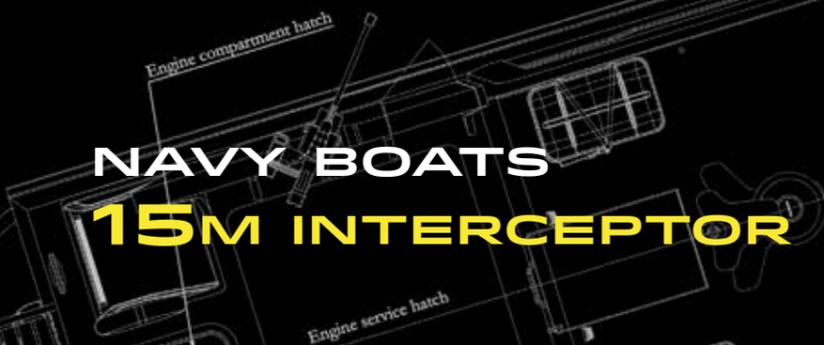
The vessel is built to minimize noise and vibrations while preserving structural rigidity, integrity and strength and enhancing mission-capability. The deck layout provides flexibility and room for a variety of missions and boarding situations. The interior cabin layout is adjustable and can be transformed into mission-specific environments with over-night accommodation areas for the crew or seating arrangements for efficient crew transport.

Specialized missions

- Anti-terrorist protection of critical infrastructures along the coasts
- Anti-smuggling, anti-Piracy and anti-drug trafficking operations
- Coastal Patrol Missions
- Immigration control
- SAR operations
- Fishery control



NAVY BOATS 15M INTERCEPTOR





PRO:ZERO 15M INTERCEPTOR



Design: 2019 | 5000-03-73
Length overall, approx.: 16.1 m
Beam overall, approx.: 3.7 m
Capacity: 13 persons
Engines: 2 x Water jet

OPERATIONAL FEATURES:
Speed max.: +50 kt.
Speed (cruise): +35 kt.
Economical speed: +25 kt.

DESCRIPTION:
The boat has been built to meet the requirements from the competent authorities.

HULL, DECK AND SUPERSTRUCTURE:
The boat is made of a combination of glass- and carbon fibre as sandwich construction with PVC as core material. This core material acts as a natural buoyancy reserve material, due to its lightweight and zero water-absorption. Moreover, the sandwich construction avoids the use of internal stiffeners, increasing the usable internal space and offers a natural insulation capability, improving the comfort in the cabin and manned compartments.

FENDER:
Fender system absorbs major impacts and retains integrity and shape.

DECK:
Deck is self-bailing.
Deck has an anti-skid surface.
6 x bollards.

TECHNICAL:

ENGINES, PROPULSION, STEERING etc.:
2 x Waterjet

TANKS:
2 x 1.700 liters

ELECTRICAL SYSTEM & LIGHTING:
All electrical wiring in marine cable.
Shore power with control lamp, marked fuses, earth connection.
Isolation transformer with earth plate for protection of galvanic corrosion.
24-volt electrical system.
Main switches with separate battery systems for start, navigation and consumption.
Battery charger with indicator.
Navigational lights.

NAVIGATION & ELECTRONIC EQUIPMENT:
Complete engine instruments supplied by engine manufacturer.
Fuel gauge.
Control panel for all lighting and other electrical equipment.
1 x Magnetic compass.
1 x Fixed VHF radio.

SAFETY EQUIPMENT:
Bilge pumps.
Automatic fire extinguish system in the engine room.
Portable fire extinguishers will be supplied to meet the Code requirements.

PRO:ZERO

HULL AND MATERIAL 15M INTERCEPTOR

HULL

Hull construction and material

Careful attention is constantly paid to weight control and detailed design, to produce a robust and sea-kindly craft fit for the demanding role of workboat operations. In view of the operational requirements, weight refinement is not taken to the minimum limits allowed by classification rules, but is carefully considered to combine robust construction with efficient operation. The main hull shell is a one-piece moulding produced in accordance with the hull construction drawing. The hull shell shall have pigmented gel coat above and below the waterline.

Structure

The first two laminates are of powder bound chopped strand mat reinforcement impregnated with resin. Subsequent laminate is applied as dry fabrics and core material, and infused in one operation with vinylester resin. In general, the complete structure is built as sandwich laminate, but in specific areas core is replaced with additional laminate. The hull frames, stringers and longitudinals are built from of a combination of bi-directional fibers and uni-directional reinforcement, impregnated with vinylester resin, over foam sections. Adequate limber holes are fitted throughout the craft to allow bilge water to drain. Under the main engines limber holes are omitted so the framing will form a drip tray. Throughout the structure compartments are finished in gel coat. Primary stiffening is to be by longitudinal engine beds and the fuel tank construction. Deck joint knees are bonded in at each frame. All deck knees etc. shall taper in to frames as gradually as possible. Stiffeners are formed in WR with uni-direction tapes (UDT) reinforcement as necessary on stiffener faces. A general arrangement plan is provided, together with details of the proposed hull, and the arrangement for the rest of the vessel.



Efficient and proven hull
Matchless strength-to-weight and seaworthiness. Shaping first-class hulls with precision technique and cost-effective production.

Engine beds

Within the machinery space and tank space the main longitudinals are built up and profiled to form engine beds to suit the specified engines. Construction is of box section with tapping strips along their upper faces to accept the engine feet. The tapping strips are mild steel the full width of the bed and suitably abraded before inclusion in to the laminate.

Fuel tank/tanks

The fuel tanks are positioned amidships port and starboard. The tanks are constructed of composite and bonded in to the hull to become an integral part of the hull construction. Baffles are fitted inside the tank to prevent surging. Large tank lids are fitted in the top face of the tanks for easy access for cleaning the tanks. The tank lids are molded from composite and are secured in place with a strong back. The tanks will be subjected to a 0.2 bar pressure test. A Tank Tender contents gauge will be fitted with the display head mounted in wheelhouse and a fuel filler locker is to be positioned on the main deck and is fitted with container to collect eventual spillage. The filling system allows filling by normal fuelling hose. The fillers are routed down to the tank/s in flexible approved hoses. The vent lines will terminate inside the fuel filler locker and be fitted with a gooseneck.

Bulkheads

The vessel will be fitted with watertight structural bulkheads dividing the vessel as follows:

- Forepeak
- Tank / technical compartment
- Engine Room

Main bulkheads are constructed from composite and fully bonded to the structure. Furthermore, the vessel is strengthened with open frames, to ensure hull and deck support, and to comply with relevant rules.